

## **Vessel Voyage Orders**

Vessel will proceed for loading to:

- Loadport: **Komé Kribi, Cameroun**
- Cargo to be loaded: **Doba Crude Oil**
- Cargo Quantity to be loaded: **997,500 US Barrels at 60 Deg F**
  - Always consistent with a safe arrival draft of 55 feet SWEK at the Port of Philadelphia.
- Cargo Window: **08 Dec 2017**
- Supplier: **Esso Africa**
- Receiver's Agents: **GAC**
- Cargo Inspector: **Intertek**

Vessel is NOT to tender to loading terminal prior to Charter Party laydays without Charterer's prior consent.

Upon sailing load port, Vessel will proceed to:

- Discharge port: **Philadelphia, USA**
- Receiver: **Merrill Lynch Commodities, Inc.**
- Receiver's Agent: **Norton Lilly**
- Cargo Inspector: **Intertek**

Discharging orders please follow local vessel agent instructions.

Upon receipt of these Voyage Orders, Vessel Master to inform Charterer of maximum cargo Vessel can load basis safe arrival draft of 55 feet SWEK at the Port of Philadelphia and a typical API Gravity of **21.4** and loading temperature of **85.5** deg F.

Please provide Vessel's SATCOM or telephone number or email address [if available] in the event that Charterers have to contact the Vessel. Charterers will ensure that all communications are copied to Vessel Owner.

Vessel must arrive at loadport with all tanks, drains, lines, and pumps cleaned, stripped dry and in condition to load the nominated cargo. The Vessel and her Owners / Operators are solely responsible for the condition of the cargo tanks including any means of cleaning for preparation for loading the nominated cargo to be delivered to the Discharge port without altering the cargo specifications.

Master to notify Charterers of any slop on board, indicating oil and water volumes in US Barrels, last cargo, and API Gravity. Charterers will instruct Master whenever "load on Top" will apply or if slops are to be kept segregated. When instructed to Load on Top" the Master must ensure that all free water is discharged at sea prior to the Vessel's arrival at load port and/or discharged ashore if the terminal provides facilities for dirty ballast. When segregated slop is

kept onboard, Charterers have the option to discharge the slop concurrently with discharge, pending approval from Receiver's representative at Discharge port. In either case, free water is to be reduced to the minimum acceptable limits as Owners will be held responsible for the additional costs of lighterage incurred as a result of the excessive free water.

Vessel is to complete loading in even keel condition, but always considering trim change due to fuel consumption in transit to Discharge port. Whenever it becomes necessary for the Master to transfer cargo for arrival at Discharge port in even keel and upright condition, Master is to notify Charterers of his intention, indicating the cargo tanks involved in the cargo transfer.

At Load port, Vessel will receive cargo samples from shore tanks and/or Ship composite. These samples are to be delivered to the attending inspector at the Discharge port. Please obtain a signed receipt for samples delivered.

### **Notices**

All Notices, ETA's, Updates, and all other communications are to be sent to:

dg.mlc\_structured\_scheduling@baml.com  
crudeoperations@pes-companies.com  
william.shoemaker@pes-companies.com  
[jlomba@poten.com](mailto:jlomba@poten.com)

In addition, for loadport notices ONLY, please copy:

DS-RS-WAFNIGERIA@exxonmobil.com  
Mtaher.issa@shtchad.net  
oalmahdi@shtchad.net  
[mats.mto@exxonmobil.com](mailto:mats.mto@exxonmobil.com)

### **Primary Operations Contact:**

Bill Shoemaker  
Office: 267 238 4362  
Mobile: 610 213 3695

### **Ballast Water Management**

When Vessel is loading at a terminal that does not have facilities for deballasting, the Vessel must arrive at load port with clean ballast for disposal at sea.

On vessels not equipped with SBT ballast system, Owners are solely responsible for the cleanliness of the ballast water and any pollution caused as a consequence of discharging contaminated ballast will be for Owner's account.

The Surveyor appointed by Charterers will monitor the ballast discharge and will protest to the Vessel if any ballast is transferred to the Slop tanks. Charterers will hold the Vessel Owners responsible for the excess lightering caused by the ballast transferred to the Slop tanks.

## **Inspection – Supervision**

A Cargo Master representing Charterers may attend the loading operation and if so, will act in the same capacity as an independent cargo Inspector / Surveyor. In the event that Charterer does appoint a Cargo Master to act and protect Charterer's interests, we request that Master extends to our representative your full cooperation.

The independent inspector will inspect the Vessel's cargo tanks from the Main Deck to determine the cargo On Board Quantity [OBQ] prior to loading, obtain information from the Vessel's personnel regarding previous cargoes and cleaning methods that were performed in preparation for this cargo.

Nothing that the independent inspector or Cargo Master may say or do shall relieve the Vessel Owner of its responsibility under the law for cleanliness of tank surfaces, cargo lines, and suitability of the tanks for the intended cargo.

## **ETA Requirements**

Upon departure from its last port and at 1200 hrs GMT on every day thereafter during both the ballast and laden legs of the voyage, Vessel will provide an ETA to the Load port or Discharge port as the case may be.

In addition, an ETA to the Load port or Discharge Agent and Terminal as the case may be must be confirmed Five [5] days, 72, 48, and 24 hours prior to arrival at the respective port.

All ETAs are to be given at both C/P and full speeds.

ALL ETAs shall include:

- Vessel's average speed and distance covered in the prior 24 hours.
- GMT Noon Position – Longitude and Latitude
- Distance to next port
- Reasons for any change of ETA of 6 or more hours

Should Vessel / Owner fail to comply with the foregoing ETA requirements any and all delays arising at any port as a consequence of such non-compliance shall be for account of Owners.

In addition, along with the Daily ETA, Charterers require that Vessel provide daily temperature readings for each individual cargo tank.

Water cuts are to be taken at 24 and 72 hours after sailing load port and 72 hours prior to arrival at discharge port.

## **Notice of Readiness**

Master must be guided by the following conditions before tendering Vessel's Notice of Readiness [NOR]:

On arrival at the loadport, Vessel will notify the terminal of the time and date of Vessel's arrival at Pilot Station and will tender the NOR on commencement of Laydays unless different instructions have been received from Charterers and Vessel is in all aspects ready to commence cargo operations.

When proceeding directly to the berth, Vessel will tender her NOR when the Vessel is made fast at the berth and Vessel is in all aspects ready to commence cargo operations.

If Vessel is proceeding to an anchorage, waiting for tide, and/or lightering, the Master will tender the Vessel's NOR at the time of anchoring and Vessel is in all aspects ready to commence cargo operations.

When Vessel is proceeding to a lightering area for a ship-to-ship transfer operation, the Master will tender the Vessel's NOR upon arrival at the "ship-to-ship" transfer position or upon arrival at the rendezvous position and Vessel is in all aspects ready to commence cargo operations.

### **Sailing Information**

Upon departure from load or discharge port as the case may be, Vessel must forward the following information:

- End of Sea Passage – date and time
- NOR – date and time
- Pilot on board – date and time
- Anchor down and Anchor Aweigh – date and time
- All Fast – date and time
- Hoses Connected/Disconnected – date and time
- Ballasting: started/completed – date and time
- Tank Inspection: started/completed – date and time
- Commenced Cargo Operations [loading/discharging] – date and time
- Completed Cargo Operations [loading/discharging] – date and time
- Documents on board – date and time
- Sailing time / Start of Sea Passage – date and time
- OBQ before loading
- Vessel figures on departure loadport/arrival discharge port
- Free water after loading
- ROB after discharge
- Arrival/Sailing draft
- Estimated Arrival draft at discharge port
- Any delays and reasons for same
- Bill of Lading details, including volumes in Gross and Net US Barrels and Metric Tons
- Bill of Lading SCAC Code[s]
- ETA discharge port
- Nationality of Vessel's Officers and Crew

### **Heating**

Please report actual cargo temperatures for each individual cargo tank upon completion of loading. Charterers do not anticipate that cargo heating will be required during transit. Vessel to report cargo temperatures for each individual cargo tank with ETA reports each day. Charterers will advise of any special heating instructions when Vessel arrives at discharge port.

### **Lighterage**

Upon sailing from the load port the Master must notify Charterers of the volumes in net US Barrels at 60 deg F to be lightered in order to reach FWEK drafts of 40 feet, 37.5 feet, and 35.5 feet. Please note that the controlling depth of water at intended final discharge berth is posted at 40.0 feet Fresh Water.

Charterers also request a confirmation of the above quantities three [3] days prior to arrival at discharge port and approximate cargo temperature.

The Vessel Agent at discharge port will keep the Vessel informed about lightering, lightering barge arrival, docking prospects, and any other matters pertaining to the Vessel's Owners.

### **H2S Testing**

The Vessel will test for Hydrogen Sulfide gas [H<sub>2</sub>S] in the cargo tanks prior to arrival at load port and will promptly report results to Charterer and to load terminal. A second test will be performed after loading has been completed and those results reported promptly to Charterers and to loading terminal. A third and final test will be performed three [3] working days prior to arrival at the Pilot Station or offshore rendezvous point at discharge port and those results promptly reported to Charterers.

All tests will be conducted by qualified Vessel personnel employing Draeger Tubes.

### **Compliance**

**At the time Vessel departs the Territorial Waters of the Country of Loading,** the Master must enter in the official Deck Logbook that date, time, and position when this occurs, and further must notify Charterers that the Vessel has departed the Country of Loading.

**At the time Vessel enters the Territorial Waters of the United States,** the Master must enter in the official Deck Logbook that date, time, and position when this occurs, and further must notify Charterers that the Vessel has entered the United States.

Vessel/Owners acknowledge that they are aware of, and will comply with, U.S. Code of Federal Regulations, Volume 19, Para 4, Section 4.7A (C)(2), including all Amendments thereto, which require a Specific Identifier Number on all Bills of

Lading. As soon as the Bills of Lading are received onboard, the Master must notify Charterers of the assigned number[s].

### **Arrival at Discharge Port**

On arrival at the lightering area and/or at the discharging berth Charterer's representative may request that Vessel de-bottom all cargo tanks to collect all free water into the first lightering barge and/or to the first receiving shore tank. Master is to notify Charterer if Vessel is unable to comply with this requirement providing acceptable explanation.

Vessel is granted permission to perform Crude Oil Washing in accordance with IMO regulations. Charterer's representative at Discharge will review with Vessel personnel the Crude Oil Washing program and agree upon the number of tanks to be washed during discharge.

The following form will be presented to the Vessel by Charterer's representative upon Vessel's arrival at Big Stone Anchorage - Please review prior to arrival at discharge.

### **NOTICE OF INTENT**

To the Master: m/t, s/s

Date:

We request that the following instructions be followed:

1. The vessel is required to be lightered to a draft of \_ \_ \_ \_ \_ fresh/salt water. The barge(s) shall receive the lightered volume as directed by the mother vessel to achieve the stated required draft. The following barge(s) will be employed for the lightering operation. During the cargo transfer, the Vessel shall maintain the pumping rate as requested by the Lightering Coordinator:

Barge:	Max. Rate
Barge:	Max. Rate
Barge:	Max. Rate

Crude Oil Washing and final stripping of cargo tanks shall not be performed during direct discharge to the barge(s) to avoid transfer of sediments into the barge bottoms.

Debottom all cargo tanks to the first barge in order to collect all free water into isolated barge compartments to facilitate the collection of water for disposal at shore facility.

2. Barge \_\_\_\_\_ will discharge to a third party, therefore we request that cargo delivered is as "dry" as possible, consistent with permissible stress, trim and stability of the vessel.
3. We emphasize the importance of the vessel arriving at the dock without list and in an even keel condition. To avoid a claim against the Owner for the cost of the excessive lightering, please review the quantity of cargo to be lightered to reach the required draft. Charterer will protest to the vessel when the draft, after lightering, and upon arrival at the berth, exceeds three (3) inches above or below the required draft. The "draft" will be calculated as an average of Fwd + Aft + Amidships drafts.
4. The Independent Inspector will return to the Vessel upon completion of the lightering operations to perform another cargo survey and this survey will be used for official cargo arrival at the dock. However the Terminal and/or Charterer representative may request a new cargo survey after arrival at the dock, pending one of the conditions listed in the "Inspection after lightering waiver".
5. The Terminal and/or Charterer Representative may request a "Line Displacement Verification" on commencement of discharge. Vessel will receive further instructions at the berth.
6. The vessel will perform Crude Oil Washing as per IMO guidelines and concurrently with discharge. Prior to commencing discharge, the vessel must present to Charterer's Representative for his review and approval the vessel's discharge plan inclusive of intended COW program. The following tanks \_\_\_\_\_ shall be COW'ed for \_\_\_\_\_ minutes each, and/or \_\_\_\_\_. This constitutes the agreed upon COW program.
7. During the discharge, the Vessel is not allowed to take "dirty ballast" into the cargo compartments unless this procedure was previously approved by Charterer's Management. If ballasting is permitted, Charterer's Representative may inspect the vessel's tanks, lines, and pumps to ensure that all are well drained. At the end of the discharge, the oil measured on top of the ballast will be included in the ROB report.
8. Charterer's Representative shall be permitted to inspect the cargo tanks while sufficient priming fluids remain on board for additional crude oil washing and stripping, if Charterer's Representative deems necessary.
9. At end of discharge, the Vessel will vent the cargo lines to allow the cargo to flow to the stripping pump for the final discharge via the Marpol line. Charterer advises its intent to include cargo lines volume as liquid ROB if Charterer's representative is not satisfied with the method used to vent the cargo lines.
10. In order to reduce demurrage, Charterer's Representative may elect to perform the cargo survey for ROB on commencement of stripping the deck cargo lines, when all cargo tanks have been declared completed by the responsible Chief Mate or by Vessel's designated representative.

11. At each four [4] interval during the discharge [0400 hrs, 0800 hrs, 1200 hrs etc.] the Vessel must notify the Terminal of the volume of cargo remaining on board and the estimated time for completion.

12. Please also note the following: (THIS SPACE IS FOR COMMENTS)

Respectfully,

Signature

Name & Title

Received: Charterer's Representative - Name & Signature

Owner/Operator will not schedule any inspections (Class, Vetting, etc.) that will interfere with cargo operations. Owner/Operator will notify Charterer in advance of all such inspections so that they can be coordinated with Charterer's operations staff in such a way as to minimize their impact.

### **Marine Incident Notification**

Please note that Charterer has a hotline 215-339-5400 that **MUST** be called in the event of ANY MARINE INCIDENT [any occurrence involving the vessel which results in damage by or to the vessel, its apparel, gear, or cargo, or injury or loss of life of any person; and includes among other things, collisions, strandings, groundings, foundering, heavy weather damage, fires, explosions, failure of gear and equipment and any other damage which might affect or impair the seaworthiness of the vessel. Also, any loss, leakage, or release of cargo to the environment or to the non-cargo carrying portions of the vessel OR any security breaches involving the vessel.] – THE 215-339-5400 HOTLINE MUST BE CALLED IN ANY CASE.

Vessel/Owners will follow oral notification with a written report via email detailing the incident.

Details to be included, but not limited to, are:

- Type of Casualty
- Date, time, and location regardless of whether in Port or at Sea [if at Sea give position]
- Estimated extent of damage to Vessel
- Estimated Cargo loss or damage, if any
- Estimated delay
- Advise as to whether or not Vessel is in condition to continue in service.



## **Security**

In order to protect Charterer's and Owner's interest, we stress the need for Master to comply with the following:

- Ensure that all documentation issued to the Vessel is correct. It is Mandatory that the Master sign ONLY fully completed and correct Bills of Lading and is never to agree to any early departure arrangement or other procedure whereby Master signs Bills of Lading in blank and/or authorizes another Party to sign Bills of Lading in blank.
- Any request for cargo information from any source other than Charterer, Agents or Consignees [named in the Bills of Lading or as advised by Charterers] should not be answered until clearance has been received from Charterer. Furthermore, any cargo information sent to anyone other than Charterer must be promptly copied to Charterer.
- Any message containing instructions for a change in course or previously designated load or discharge port, whether from Charterers or a Third Party, must be acknowledged by a message in the following format:

Quote:

REFERENCE YOUR INSTRUCTIONS DATED .....TO  
PROCEED  
TO / CHANGE COURSE.....  
NEW ETA IS.....

: Unquote

- Any message containing instructions for a change in load port / discharge port instructions, whether from Charterers or a Third Party, must be similarly acknowledged.

## **Letter of Indemnity Invocation**

When the Vessel arrives at the Discharge Port, the Original Bills of Lading will not be available for presentation to the Master. Therefore Charterers Philadelphia Energy Solutions Refining + Marketing LLC hereby invoke a Letter of Indemnity [LOI] in order for the Master to discharge all cargo as per instructions received with these Voyage Orders.

Philadelphia Energy Solutions Refining + Marketing LLC, LOI Invocation is as follows:

Quote:

We, Philadelphia Energy Solutions Refining + Marketing LLC, Hereby invoke LOI on above Charter Party for Non-presentation of the Bills of Lading at Discharge Port and request that Master/Owners discharge entire cargo as per Voyage/ Discharge instructions.

Signed by: Philadelphia Energy Solutions Refining + Marketing LLC

: Unquote

**Owners: Please give your written acceptance of our LOI Invocation prior to Vessel's arrival at the Discharge Port.**

### **Discharge Terminals at Philadelphia**

#### Smoke Emissions

- Any visible emission of White or Black smoke or soot from the Vessel's stack during approach, departure, or while lying at the berth is strictly prohibited.
- Any such occurrence lasting longer than three [3] minutes must be reported to the Pennsylvania Air Pollution Authority at 610 832 6000. The terminal representative may provide information for the notification in order to avoid a fine.

#### Reducers or Spacers

- Only one [1] unsupported reducer and spacer will be allowed between the Vessel's manifold and the Cargo Arm or Hose.
- Reducers and Spacers may only be made of Steel or other USCG approved material [except cast iron].
- In all cases, the point of connection between the Vessel's manifold and the Cargo Arm or Hose shall be completely above and within the limits of the permanent fixed containment system

#### Mooring Lines and Connections

- Vessel shall at all times have deployed and properly tensioned mooring lines of suitable materials, construction, size, strength, and condition to hold safely the Vessel continuously against the breasting dolphins and to prevent the Vessel from moving along the face of the berth under all wind and weather conditions including the combined effect of tide and surge created by large vessels navigating the river.
- Mooring lines must be continuously attended due to high tide range as well as changes in draft due to cargo transfer.
- Vessel tension winches must be set on manual operation with brakes applied securely.
- Mooring lines that are not on winches must be properly secured on the bits.
- An all-wire mooring arrangement is preferred; nylon lines are NOT permitted.

- Synthetic tails of adequate size [125 percent of the wire breaking strain] and proper length [36 feet / 11 metres] shall be used on wire ropes and the eye size [approx. 5 feet / 1.5 metres long] must be adequate to easily go over a 24 inch / 61 centimetre bollard with two [2] 9 inch / 23 centimetre horns.
- Mixed mooring lines [synthetic and wire ropes] are NOT permitted on the same bollard.
- Vessels are normally moored starboard side to the berth, with bow downriver, on high water tide.

#### Sunoco Logistics Partners – Fort Mifflin Terminal

- Two berths designated “A” and “B”, both suitable for Crude Vessels.
- “A” Dock will accommodate vessels up to 300,000 DWT
- Four [4] 16 inch connections for cargo and bunker.
- Minimum required 17 mooring lines of which 9 lines to be used as spring lines.
- VLCC’s require additional mooring layout as will have been previously agreed with Owners/Operators.
- "B" Dock will accommodate AFRamax size vessels for crude or product service.
- Minimum required 17 mooring lines of which 9 lines to be used as spring lines.
- Two [2] 10 inch connections for cargo and bunker.
- Mooring arrangements are as follows:
  - Headlines, Sternlines and Breastlines: 2 each end
  - Springlines: 4 each end plus one as directed by the terminal.

#### Sunoco Logistics Partners – Hog Island Wharf

- One berth – designated Nr. 4 berth - is suitable for Suezmax vessels in crude oil service.
- 16 Mooring lines are required as follows:
  - Four (4) Headlines and four (4) Sternlines
  - Two (2) Springlines and two (2) Breastlines on each end.
- When all-wire mooring lines are used, the total number can be reduced to 12 lines at the discretion of the terminal.
- In addition, the terminal requires two [2] heavy wire ropes as Breastlines, with synthetic ends for making fast at the bits.
- Three (3) 16 inch connection for the Chicksan arms.

Have a safe voyage.

Thanks and best regards,

Bill Shoemaker

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